

THE TRAVELERS' GUIDE.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY—Depot corner Fifth street and Taylor street, Frank H. Plummer, agent.

TRAINS.	EAST.	WEST.
Chicago and Minneapolis Express	1:50 am	4:45 am
Kansas City Day Express	10:50 am	6:15 am
Washington Express	12:30 pm	7:15 pm
Omaha Express	1:45 am	7:30 pm
Omaha and Denver Express	2:45 am	8:30 am
Kansas City Limited	4:50 am	11:35 pm
St. Paul and Minneapolis Express	5:30 pm	9:00 am
St. Paul and Minneapolis	6:15 am	9:05 pm
Kansas City and St. Joe	6:10 am	9:35 pm
Des Moines, Omaha & Lincoln	7:40 am	10:30 pm

*Daily. *G. in east. *Going west. \$A Pullman sleeping car is sidetracked at Davenport and taken to Chicago daily by the train. This car is ready for occupancy at 9 p. m. for reservation of berth, tickets, etc. telephone 1095 Rock Island, or agent at depot.

F. H. PLUMMER, AGT.
L. M. ALLEN, Gen. Agt. Pass. Dept., Davenport.

BURLINGTON ROUTE—C. & Q. RAILWAY—Depot First Avenue and Sixteenth st. A. J. Young, agent.

TRAINS.	LEAVE.	ARRIVE.
St. Louis Express	6:40 am	7:40 pm
St. Paul Express	7:40 am	8:40 pm
St. Paul Express	7:40 am	8:40 pm
St. Paul Express	7:40 am	8:40 pm
St. Paul Express	7:40 am	8:40 pm
St. Paul Express	7:40 am	8:40 pm
St. Paul Express	7:40 am	8:40 pm
St. Paul Express	7:40 am	8:40 pm
St. Paul Express	7:40 am	8:40 pm
St. Paul Express	7:40 am	8:40 pm

*Daily. CHICAGO, MILWAUKEE & ST. PAUL RAILWAY—Depot corner Fifth street and Taylor street, Frank H. Plummer, agent.

Rock Island & Peoria Railway—Depot First Avenue and Twentieth street. F. H. Plummer, agent.

TRAINS.	LEAVE.	ARRIVE.
St. Paul Express	6:40 am	7:40 pm
St. Paul Express	7:40 am	8:40 pm
St. Paul Express	7:40 am	8:40 pm
St. Paul Express	7:40 am	8:40 pm
St. Paul Express	7:40 am	8:40 pm
St. Paul Express	7:40 am	8:40 pm
St. Paul Express	7:40 am	8:40 pm
St. Paul Express	7:40 am	8:40 pm
St. Paul Express	7:40 am	8:40 pm
St. Paul Express	7:40 am	8:40 pm

BURLINGTON, CEDAR RAPIDS & NORTH-ern railway, depot foot of Brady street, Davenport. J. E. Hannagan, Gen. Tkt. & Pass. Agent.

Davenport Trains. Leave. Arrive.

Passenger. 10:45 pm 10:45 am

Freight. 10:45 pm 10:45 am

Leave Davenport.

West Liberty Trains. North. South.

Passenger. 10:45 pm 10:45 am

Freight. 10:45 pm 10:45 am

Leave Davenport.

Daily. Daily except Sunday. *Going north. *Going south and east.

THE PEORIA ROUTE

MOST DIRECT ROUTE TO THE East, South and Southeast.

East Bound.

Lv. Rock Island. 8:00 am 9:30 pm

Ar. Orion. 8:45 am 9:34 pm

Cambridge. 9:30 am 9:37 pm

Galva. 9:30 am 9:37 pm

Wyanet. 10:11 am 9:33 pm

Princeton. 10:30 am 9:55 pm

Peoria. 11:15 am 10:40 pm

Bloomington. 1:15 pm 9:15 pm

Springfield. 3:40 pm 10:30 pm

Jacksonville. 4:00 pm 12:05 pm

Decatur. 5:50 pm 10:00 pm

Dayville. 8:30 pm 12:10 pm

Indianapolis. 6:55 pm 3:25 am

Terre Haute. 7:10 pm 10:00 pm

Evansville. 7:30 pm 10:30 pm

St. Louis. 7:30 pm 7:40 am

Cincinnati. 11:00 pm 7:10 pm

Louisville.

West Bound.

Lv. Peoria. 10:10 am 3:50 pm

Ar. Rock Island. 1:25 pm 7:05 pm

Accommodation trains leave Rock Island at 8:00 a. m. and 6:30 p. m.; arrive at Peoria 3:50 p. m. and 1:15 a. m. Leave Peoria 6:50 a. m. and 7:15 p. m.; arrive Rock Island 4:00 p. m. and 1:30 p. m.

All trains run daily except Sunday.

All passenger trains arrive and depart Union depot, Peoria.

Free Chair Car on Fast Express between Rock Island and Peoria, both directions.

Through tickets to all points; baggage checked through to destination.

CABLE SERVICE.

Accom. Accom. 9:10 am 1:00 pm

Ar. Rock Island. 10:30 am 3:00 pm

Ar. Rock Island. 10:30 am 3:00 pm

A MEDICINE THAT MAKES GOOD BLOOD



GILMORE'S AROMATIC WINE
Will completely change the blood in your system in three months' time, and send new, rich blood coursing through your veins. If you feel exhausted, nervous, are getting thin and all run down, Gilmore's Aromatic Wine, which is a tonic and a beverage, will restore you to health and strength. Mothers, use it for your children. It is the best regulator and corrector for all ailments peculiar to women. It enriches the blood and gives lasting strength. It is guaranteed to cure Dizziness, Dysentery, and all summer complaints, and keep the bowels regular.
Sold by all druggists for \$1 per bottle.

WOOD'S PHOSPHODINE, THE GREAT ENGLISH REMEDY.



Promptly and permanently cures all forms of Nervous Weakness, Emissions, Spermatism, Impotency and all effects of abuse or excess; best prescribed over 35 years in thousands of cases; it is the only reliable and safe medicine known; ask druggists for Wood's Phosphodine; if he offers you worthless medicine in place of this, leave his dishonest store, enclose price in letter and we will send you a return mail. Price one package \$1; six, \$5; one will please, six will cure; pamphlet in plain seal of envelope. 3 stamps; address: WOOD CHEMICAL CO., 131 Woodward Avenue, Detroit, Mich.

PROFESSIONAL CARD.

ATTORNEYS.

E. PARMENTER
ATTORNEY AT LAW—Office in Mitchell & Lynde's new block.

JACKSON & HURST,
ATTORNEYS AT LAW, Office in Rock Island National Bank Building, Rock Island, Ill.

SWEENEY & WALKER,
ATTORNEYS AND COUNSELLORS AT LAW, Office in Sweeney's block, Rock Island, Ill.

MCENERY & MCENERY,
ATTORNEYS AT LAW—Loan money or security, make collections, Reference, Rock Island, Ill.

S. W. ODELL,
ATTORNEY AT LAW—Formerly of Port Byron, Ill. and during the past two years with the firm of Downing & Estlin at Peoria, has now opened his office in the auctioneer building, room 5, at Peoria.

U. J. SEARLE, S. W. SEARLE,
ATTORNEYS AND COUNSELLORS AT LAW and Solicitors in Chancery; Office DeFord's block, Rock Island.

DENTISTS.

R. M. PEARCE,
DENTIST.
Room 33 in Mitchell & Lynde's new block. Take elevator.

DR. J. E. HAWTHORNE,
DENTIST,
Teeth extracted without pain by the new method.
No 1716 Second Avenue, over Krell & Math's.

DRS. BICKEL & SCHOEMAKER
Dental Surgeons.
Mitchell & Lynde's Block, Rooms 29-31. (Take Elevator)

ARCHITECTS.

EDWARD L. HAMMATT, CLARK H. BUFORD,
HAMMATT & BUFORD,
ARCHITECTS, Rock Island, Ill. Office—Room 41, Mitchell & Lynde building.

GEO. P. STAUDUHAAR
Architect.
Plans and superintendence for all class of Buildings.
Rooms 33 and 35, Mitchell & Lynde building. TAKE ELEVATOR.

PHYSICIANS.

DR. W. W. ADAMS,
Physician and Surgeon.
Special attention given to diseases of the Eye and Ear.
Office and residence 312 Twentieth street.
Office hours: 10 to 12 a. m., 2 to 4 and 7 to 8 p. m. Telephone No. 1290.

DR. ASAY,
Physician and Surgeon,
1134 THIRD AVE.,
Telephone 1270. ROCK ISLAND, ILL.
Office Hours: 10 a. m. to 12 m., 1 to 3 p. m. and at night.

J. R. Hollowbush, M. D., Geo. E. Barth, M. D.,
DRS. BARTH & HOLLOWBUSH,
PHYSICIANS AND SURGEONS,
Office 409 23d St., Telephone 1005.
Residence 712 1st St., 1188.

Dr. Barth, 9 to 12 a. m., 1 to 3 and 7 to 8 p. m.
Dr. Hollowbush, 10 to 12 a. m., 1 to 3 and 7 to 8 p. m.

DR. CHAS. M. ROBINSON
Eye, Ear, Nose and Throat
—ONLY—
Office McCullough Building, 124 W. 3d St.
Hours: 9 to 11 am; 1 to 4 pm.

J. F. Myers, M. D., Geo. W. Wheeler, M. D.,
DRS. MYERS & WHEELER,
SPECIALISTS:
Surgery and Diseases of Women
Office over Krell & Math's. Telephone 1183.
—OFFICE HOURS—
DR. MYERS, 1 to 12 a. m., 9 to 10 a. m., 1 to 3 and 7 to 9 p. m. Res. telephone 120.
DR. WHEELER, 8 to 10 a. m., 1 to 3 and 7 to 9 p. m. Res. telephone 119.

RAILROAD STORIES.

YARNS OF A TIME WHEN THE ERIE WAS A SINGLE TRACK LINE.

The First Use of the Telegraph in the Running of Railway Trains—What a "Snake Spiker" Was—How the Bellope Came to Be Used—Sounding Wheels.

"Charley Minot had his little tussle with one of his engineers about running a train on telegraph signals along in 1831," said a veteran railroad engineer recently. "The Erie was a single track then of course, and the magnetic telegraph, as it was called in those days, was a new and in many respects an untried thing. The Erie had put up a line along its road as had other railroads, but the telegraph had never yet been applied by any road to the running of trains. Engineers and conductors ran their trains according to schedule, and if it was down on the schedule that they were to lie at a certain place or spot on a siding or turn out until another train, running in an opposite direction met and passed them, there they would lie if the other train did not put in an appearance for a week. This resulted in great delays in the traffic of the road, and soon after the putting up of the telegraph line Superintendent Minot made up his mind that by its use that evil could be done away with and the whole existing system of railroad transportation be revolutionized.

"He was timid, though, about making the venture, but one day he happened to be on a train bound for Elmira, which was the terminus of the road then. This was in the summer of 1830. Big Ben Sholes was the engineer. When they got to Turner's station they found that the train from the west which was to meet and pass them there was half a day late. That was the opportunity for Charley, and he made up his mind to settle the question of running trains on telegraphic order right there and then. He sent a message to the agent at Port Jervis notifying him that the train would leave Turner's and run to Port Jervis on the time of the belated east bound train. The engineer refused point blank to pull out on a track over which a train coming toward him had the right of way, although that train could by no possibility get onto that track in the meantime.

"Such a proceeding was unheard of, and he wouldn't let his train take the risk. Thereupon the superintendent discharged him on the spot and ran the engine himself not only to Port Jervis, but to Narrowsburg, 35 miles further on the journey, where the overdue train was met and passed. The passengers thus escaped hours of delay, and from that time the telegraph order on railroads not only in this country but everywhere where there are railroads became the rule, and the science of railroad running was advanced a quarter of a century at a bound.

"Speaking of 'snake heads,' there's something the present time railroader or railroad traveler knows nothing about. One of the most important employees of a railroad in the old days was the 'snake spiker.' When the rails were simply iron straps spiked to wooden stringers, the straps in time worked loose, and the ends where they were joined together curled up and looked like a big snake with its head raised a few inches from the ground. Hence the name, and the snake spiker was a trusted man who had a certain section of track which he was detailed to patrol with a sledge hammer and a leather bag with new spikes in it slung by a strap over his shoulder. He was to keep a sharp lookout for snake heads, for they were dangerous things for a train to come in contact with, and when he found one, spike it down flat to the stringer again. The safety of life and property on railroads depended in a great measure on the vigilance of the snake spiker. And it was over such rails as those that the boys of the old days laid the nerve to push their engines a mile a minute.

"Then there's the bellope and the sounding of car wheels with a hammer when a train stops at a station. It was funny how the use of the bellope originated. The introduction of car wheel inspection was the result of a catastrophe—the first really terrible railroad accident in the country.

"The pioneer conductor of the Erie railway was Poppy Ayers, and he ran on the road when its whole working length was between Piermont and Turner's, and there was good room for doubt whether it would ever get any farther. Nobody ever bothered about buying a ticket in those days, but paid his fare to the conductor. Once in awhile the conductor found it desirable to eject some would-be deadhead passenger while between stations, and as there was no means of letting the engineer know about it except by sending a brakeman forward, and as he generally had to climb over a load of freight and produce cars before he could attract the attention of the engineer it frequently happened that the train reached the refractory passenger's station before it could be stopped. Poppy Ayers lost a good many fares in this way, and he got tired of such unprofitable railroading. So he hit upon a plan to do away with future trouble on that score.

"One day he tied a stick of wood to one end of a long rope, hung the stick on the locomotive, where the engineer could see it, and carried the rope back over the cars to the rear car and made the one fast there. His idea was to pull the rope and wiggle the stick of wood when he wanted the engineer to stop the train. In those days the engineer considered himself the man who was supreme on the train, and this particular engineer resented this plan of Poppy Ayers' as making him subordinate to the conductor, and he chuckled the stick of wood overboard the first time it was put in use and went on with his train. When they got to Turner's, Poppy Ayers pitched in and gave the engineer the worst kind of a licking, put the stick of wood back on the engine, and it worked to a charm. This led to the introduction of the bellope on railroads.

"Soon after the Erie was finished to Middletown in 1843 the best regular pleasure excursion ever run on the road started from Middletown for the Ellysia fields, the famous old time pleasure ground near Hoboken. The excursion was got up by Professor McGregor of the Middletown academy. The train was filled with passengers. The wheels on railroad cars were then made with cast iron spokes after a plan devised by Ross Winans. One of these wheels broke while the train was running at a high rate of speed, and several of the cars were thrown down a high embankment near Seamanville. Several of the excursionists were killed, one being a bride who, with her husband, was making the excursion for her wedding trip, and a number were badly hurt, some fatally. That was the first casualty of the kind in the history of railroads. It was discovered that the wheel that broke had been cracked for some time. From that accident the now universal rule of sounding car wheels with a hammer at stated points came to be adopted, a rule that has saved many lives and much property. The accident also led to the abandoning of the spoked wheels and the introduction of the present style of car wheels."—New York Sun.

It Should be in Every House.

J. B. Wilson, 371 Clay St., Sharpsburg, Pa., says he will not be without Dr. King's New Discovery for Consumption, Coughs and Colds, that it cured his wife who was threatened with pneumonia after an attack of "La Grippe," when various other remedies and several physicians had done her no good. Robert Barber, of Cooksport, Pa., claims Dr. King's New Discovery has done him more good than anything he has ever used for lung trouble. Nothing like it. Free trial bottles at Hartz & Ullmeyer's drug store. Large bottles 50 cents and \$1.

ELECTRIC BITTERS.

This remedy is becoming so well known and so popular as to need no special mention. All who have used Electric Bitters sing the same song of praise. A purer medicine does not exist and it is guaranteed to do all that is claimed. Electric Bitters will cure all diseases of the liver and kidneys, will remove pimples, boils, salt rheum and other affections caused by impure blood. Will drive malaria from the system and prevent as well as cure all malarial fevers. For cure of headache, constipation and indigestion try Electric Bitters. Entire satisfaction guaranteed, or money refunded—Price 50 cts. and \$1.00 per bottle at Hartz & Ullmeyer.

BUCKLEN'S ARNICA SALVE.

The best salve in the world for cuts, bruises, sores, ulcers, salt rheum, Fever sores, tetter, chapped hands, chilblains, corns, and all skin eruptions, and positively cures piles or no pay required. It is guaranteed to give perfect satisfaction, or money refunded. Price 25 cents per box. For sale by Hartz & Ullmeyer.

Greedy Great Britain.

Great Britain is now far in advance of Russia as far as regards extent of possessions. The recent partition of Africa has added 2,000,000 square miles (nominally at least) to the British possessions. At the end of 1892 the British empire, including protectorates, spread over 12,208,566 square miles, while Russia, the next largest country, included only 8,457,289 square miles. It may be remarked that nearly one-fourth of the immense area of the British empire has been added within the past five years. The Salisbury government appropriated more land than the whole area of the United States.

Got the Mitten Every Tin e.

"I can marry any girl I please," was his exclamation, but unfortunately then he did not please any; and there was a plain reason for it. He had contracted catarrh of the worst form, and although a wealthy, educated, attractive person every other way, he was positively repulsive to his lady friend, a number of whom rejected his offers of marriage. A friend advised him to use Dr. Sage's Catarrh Remedy. He took his advice, and now is the most popular man in town, and he really can "marry any girl he please" to ask. It made his breath pure and sweet, he has no headache, no offensive discharges from the nose, in short, is in perfect health, and all from using a few bottles of Dr. Sage's Catarrh Remedy.

When Baby was sick, we gave her Castoria.

When she was a Child, she cried for Castoria.

When she became Miss, she clung to Castoria.

When she had Children, she gave them Castoria.

Children Cry for Pitcher's Castoria.

Lane's Family Medicine moves the bowels each day. Most people need to use it.

Children Cry for Pitcher's Castoria.

Coughing leads to consumption. Kemp's Balsam will stop the cough at once.

Children Cry for Pitcher's Castoria.

"The Pace That Kills"

is overwork—makes no difference what kind. Using greasy and inferior soaps is one road to premature decay—sore hands—sore hearts—clothes never clean.

Not so when

KIRK'S AMERICAN FAMILY SOAP

is used. Cheerfully proceeds the labor of wash-day with health and long life assured. Hands all right—heart's light—clothes pure and white as a Greenland snowdrift.

JAS. S. KIRK & CO., Chicago.

Bosky Di Tar Soap. Makes the Skin Soft and Smooth.

DR. WILLIAMS' PINK PILLS FOR PALE PEOPLE.

DR. WILLIAMS' PINK PILLS FOR PALE PEOPLE.

DR. WILLIAMS' PINK PILLS FOR PALE PEOPLE.

DR. WILLIAMS' PINK PILLS FOR PALE PEOPLE.

DR. WILLIAMS' PINK PILLS FOR PALE PEOPLE.

DR. WILLIAMS' PINK PILLS FOR PALE PEOPLE.

DR. WILLIAMS' PINK PILLS FOR PALE PEOPLE.

DR. WILLIAMS' PINK PILLS FOR PALE PEOPLE.

DR. WILLIAMS' PINK PILLS FOR PALE PEOPLE.

DR. WILLIAMS' PINK PILLS FOR PALE PEOPLE.

DR. WILLIAMS' PINK PILLS FOR PALE PEOPLE.

DR. WILLIAMS' PINK PILLS FOR PALE PEOPLE.

DR. WILLIAMS' PINK PILLS FOR PALE PEOPLE.

DR. WILLIAMS' PINK PILLS FOR PALE PEOPLE.

DR. WILLIAMS' PINK PILLS FOR PALE PEOPLE.

DR. WILLIAMS' PINK PILLS FOR PALE PEOPLE.

DR. WILLIAMS' PINK PILLS FOR PALE PEOPLE.

DR. WILLIAMS' PINK PILLS FOR PALE PEOPLE.

DR. WILLIAMS' PINK PILLS FOR PALE PEOPLE.

DR. WILLIAMS' PINK PILLS FOR PALE PEOPLE.

DR. WILLIAMS' PINK PILLS FOR PALE PEOPLE.

DR. WILLIAMS' PINK PILLS FOR PALE PEOPLE.

DR. WILLIAMS' PINK PILLS FOR PALE PEOPLE.

DR. WILLIAMS' PINK PILLS FOR PALE PEOPLE.

DR. WILLIAMS' PINK PILLS FOR PALE PEOPLE.

DR. WILLIAMS' PINK PILLS FOR PALE PEOPLE.

DR. WILLIAMS' PINK PILLS FOR PALE PEOPLE.

DR. WILLIAMS' PINK PILLS FOR PALE PEOPLE.

DR. WILLIAMS' PINK PILLS FOR PALE PEOPLE.

DR. WILLIAMS' PINK PILLS FOR PALE PEOPLE.

DR. WILLIAMS' PINK PILLS FOR PALE PEOPLE.

DR. WILLIAMS' PINK PILLS FOR PALE PEOPLE.

ZOA-PHORA,

"DISEASES OF WOMEN AND CHILDREN," a book worth dollars, sent sealed for 10c.

Reader, suffering from any complaint peculiar to the female sex, ZOA-PHORA is worth everything to you. Letters for advice, marked "Consulting Department," are seen by our physicians only. ZOA-PHORA CO., H. G. COLMAN, Sec'y, Kalamazoo, Mich.

Sustains and soothes Overworked Women, Exhausted Mothers and prevents prolapsus.

Cures Palpitation, Sleeplessness, nervous breaking down, preventing insanity, providing a Change of Life, and a happy old age.

CHAS. DANNACHER, Proprietor of the Brady street

ROSEY.

All kinds of Cut Flowers constantly on hand.

Green Houses One block from Central park, the largest in Iowa. Flower Store—304 Brady street, Davenport, Ia.

THE NEW City 'Bus and Express Line.

Telephone Rock Island or Harper Hotels for 'bus or express wagon and